

Today's Advertisements.

HONGKONG CRICKET CLUB.

AN EXTRAORDINARY GENERAL MEETING will be held in the Pavilion on FRIDAY, the 24th March, at 5.30 P.M. BUSINESS:—Raising in the Ground.

JAMES A. LOWSON, Hon. Sec.

Hongkong, 14th March, 1900. [333b]

HONGKONG FOOTBALL CLUB.

SIXTH ANNUAL DINNER to be held at the HONGKONG HOTEL, on SATURDAY, the 24th March, 1900, at Eight o'clock.

MEMBERS wishing to attend, must notify the Hon. Sec. on or before the 21st March.

E. BROWNE, Hon. Sec.

Hongkong, 14th March, 1900. [334b]

NOTICE.

PACIFIC MAIL STEAMSHIP CO. OCCIDENTAL & ORIENTAL STEAMSHIP CO. TOYO KISEN KAISHA.

DURING my ABSENCE from Hongkong, Mr. C. L. GORHAM has been appointed ACTING AGENT of the Companies.

J. S. VAN BUREN, Agent.

Hongkong, 14th March, 1900. [335b]

NOTICE.

NOTICE is hereby given that the Power of Attorney under which Mr. P. M. SENTA of Hongkong (now at Shanghai) had been representing the Late FIRM of E. N. MEHTA & CO., of Hongkong was revoked on the 23rd day of February, 1900.

DINSHAW SORABJI TALATI, NAORJI SORABJI TALATI, MANECKJI PISTONJI TALATI, HAZARIMUL MOOLTANCHAND.

Hongkong, 14th March, 1900. [335b]

DART LOONG.

LADIES' DRAPERS, OUTFITTERS AND TAILORS. 51 & 53, WELLINGTON STREET.

LATEST STYLES in Ladies' Dress Materials direct from Manufacturers. The Ladies' Tailoring Department is on the Premises and under the Superintendence of YUEN LEE.

Hongkong, 14th March, 1900. [335b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"MENMUIR."

Captain R. W. Almond, will be despatched for the above Port, TO-MORROW, the 15th instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 14th March, 1900. [338b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"SUNGKIANG."

Captain Moore, will be despatched as above on TUESDAY, the 20th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th March, 1900. [338b]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship.

MARIA VALERIE.

Captain A. Feller, will leave for the above places, on WEDNESDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 14th March, 1900. [320b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"GLAUCUS."

Captain Barwise, will be despatched on TUESDAY, the 3rd April.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th March, 1900. [330b]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON AND SINGAPORE.

THE Company's Steamship.

"BINGO MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here, unless instructions are given to the contrary before Noon TO-DAY.

Goods not cleared by the 20th instant, will be subject to rent.

All ship-damaged packages must be left in the Godowns where they will be examined on MONDAY, the 19th instant, and SATURDAY, the 24th instant, both days at A.M.

All claims must reach us before the 24th instant, or they will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 14th March, 1900. [337b]

Intimation.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A. THOMAS BLEND, Per case of 12 dozen, White Capsule \$10.80

B. WATSON'S GLENROTH MELLOW BLEND, Blue Capsule, with Name and Trade Mark \$0.80

C. WATSON'S ABELOR GLENLIVET, Red Cap, side, with name and Trade Mark 12.00

D. WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule 14.40

E. WATSON'S VERY OLD LIQUOR SCOTCH WHISKY, Gold Capsule 15.00

THOMAS BLEND and WATSON'S GLENROTH are high class Soda Whiskies, of greater age than most brands in the market.

ABELOR GLENLIVET is a very old Pot Still Whisky, (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

Small quantities are supplied at proportionate wholesale rates.

A. S. WATSON & CO., LIMITED, QUEEN'S ROAD CENTRAL.

DEATH.

On the 10th instant, at his brother's residence, 53, Tytherton Road, Tunnell Park, London, C. F. HARTON, late of Hongkong. [336b]

THE Hongkong Telegraph.

HONGKONG, WEDNESDAY, MARCH 14, 1900.

REUTER'S TELEGRAMS.

THE WAR.

The Rebels.

LONDON, March 12th.

Large numbers of rebels are surrendering at Lady Grey, Herschel and Alval North, and it is reported that thousands contemplate surrendering to General Brabant. The Boers on the borders are in serious straits.

Operations in the Free State.

Reuter's correspondent at Driefontein, 11th inst., says that the Australians were largely engaged in yesterday's fighting, which was very severe. When the enemy fled the Australian cavalry alone was able to pursue them.

The Daily News correspondent at Aysvogel Kop, 11th inst. (evening), says that Lord Roberts had continued his march eastward that day. No Boers were seen. The force is now 25 miles from Bloemfontein.

THE WAR LOAN.

The war loan has been covered twenty times.

THE WAR.

Cape Colony.

General Gatacre has arrived close to Bethulie, where the railway bridge is partially destroyed and the enemy is holding the opposite bank.

WEATHER REPORT.

The Observatory report says:—

On the 14th at 11.55 a.m. the barometer has risen on the E. coast of China, fallen on the S. coast. The depression is moving away from the E. coast of China and approaching W. Japan. The monsoon will probably freshen again in the Formosa Channel and on the S. coast. FORECAST:—N.E. winds, freshening; changeable, some rain.

LOCAL AND GENERAL.

The Calcutta Mint is now working overtime coining new rupees, which are being produced at the rate of 450,000 per day.

The Great Indian Peninsula Railway is to be taken over by Government, who will, possibly, lease the line to the present company.

WESTERN Australia is reducing its deficit at the rate of £26,000 per month, by carefully nursing the revenue and checking the expenditure.

SERGT. Major W. G. Holway, of the R.A.M.C., who is stationed in Singapore, has been promoted to be Quartermaster with the rank of Lieutenant.

The shipment of the present crop of tobacco from Deli began in January, and was soon in full course; most of the crop is expected to be shipped off in the middle of March.

An Australian cyclist, Mr. A. Richardson, has just completed one of the longest and probably the most difficult bicycle rides in the world, a journey round Australia, 11,000 miles. He travelled about 100 miles a day.

THE Sixth Annual Dinner of the Hongkong Football Club will be held on Saturday, March 24th, at the Hongkong Hotel. Chairman—Mr. H. E. Pollock. Members wishing to attend must notify the Hon. Secretary on or before March 21st.

IF the Boers have entirely cleared out of Natal it is just possible some of our forces may get down to Durban, round to the Cape, and then up via De Aar in time to join in any little affair that is going on at Abrahamskraal. It is at least a ten days journey.

THERE was an extraordinary incident at the battle of Spion Kop. One of the 2nd "King's Own" men, while in the act of firing in the prone position, had his head taken clean off by a large shell. To the astonishment of his comrades the headless body quietly rose, stood upright for a few seconds, and then fell.

THE Austrian Post Office is to try a "telegram card," on which is written a message. The card is posted in the usual way, but the Post Office telegraphs the contents, which are delivered to the addressee by the postman. The plan is a combination of post and telegraph, and seems useful as having a cost and speed intermediate between post and telegraph.

JUDGMENT was given by Sir John Carrington (Chief Justice) at the Supreme Court in Appellate Jurisdiction at 2 p.m. to-day, affirming the judgment delivered by the Hon. W. Meigh Goodman on the 21st December last in the case Ho Fung Hang v. Chan Kik San and another. The appeal was therefore dismissed with costs. Mr. Justice Wise concurred in his lordships' judgment. A full report will be given tomorrow.

A VASE cut from a single emerald has been preserved in a cathedral in Genoa, Italy, 600 years. It is the largest gem of the kind in the world, its dimensions being: diameter, 12 1/2 in.; height 5 1/2 in. Every precaution is used to ensure safe keeping. Several locks must be opened to reach it, and the key of each lock is in the possession of a different man. It is publicly exhibited very rarely, and then only by order of the Senate.

BERTHOVEN was never known to be without notepaper and pencil, and whenever an idea struck him he put it at once on paper, being by no means choosy about the locality in which he was overcome by his genius. One day he was found sitting in the middle of the road to Grinzing. Two farmers came driving down the road, and one of them was about to shout to the composer to vacate his singular position when his companion interfered.

THE German Emperor has never been crowned either as King of Prussia or as German Emperor, and the Imperial crown has yet to be made. The Kings of Italy, Spain, Belgium, Bavaria, and Saxony have none of them crowned; and it is a curious fact that the sovereign who makes most frequent use of his crown is that most simple, unaffected, and democratic of all European rulers, King Oscar of Sweden, who is obliged to do it each time he opens the Parliament at Stockholm.

IT was a happy thought in a West-end Club, occurring to the earliest comers, that any member arriving later who, when he entered, attempted to start a discussion as to when the twentieth century should begin, should be fined half-a-crown, the total thus collected to be sent to a fund for soldiers wounded in the Transvaal. Nine out of ten endeavoured to open a controversy on the vexed subject, and to the general amusement, were summarily mulcted in the above amount. Each paid the penalty without a murmur.

A FRENCH professor expressed himself as firmly of the belief that German officers were in supreme command of the Boer forces, and what made his belief amount to a certainty was that the strategy employed at Spion Kop was the same form of strategy as that used in the Franco-German war and in the great German slams fights. The British were permitted to cross the Tugela, and Spion Kop was held by a handful of men. These men made as much noise and make-belief of resistance as their numbers would permit, while all the time the actual army was ready in a position to rake the enemy on its seizing the height. This was a German tactic, and it was one of their very successful methods of luring the French to destruction in the last war.

IN the course of the first, dated Honolulu 2nd January, of a series of letters which Mr. Frank G. Carpenter, the well-known American traveller and writer, is contributing to the New York World on the "peoples and trade conditions of the Pacific there is some information regarding large steamers now under construction which is of special interest to us in Hongkong and to our readers in other parts of the Far East. Mr. Carpenter writes that his programme includes Japan, China, Malacca, the Dutch East Indies, the Philippines, Australia, New Zealand, the Samoan group, and the Fiji Islands. He intends to send several months in each country mentioned and intends to inform his countrymen "how the English manage their colonies at Hongkong and the Straits Settlements." He then goes on to say that his "first field of labour will be the Philippine Islands" and that he "goes without prejudice with the one aim of ascertaining and writing the truth as it is." "I shall," he adds, "describe the civilized Filipinos; they have a character of their own, and they will be the ruling class in case the islands are given over to native government. The real value of the islands and their possibilities as an investment field for Americans is another matter I shall look into."

After visiting Java "I may possibly visit Sumatra and Borneo, and thence make my way down to Australia, the greatest of England's colonial possessions. Australia is a continent in itself, and is fast being opened up to American trade. It has vast cities, and is a world of its own."

ON the 20th Feb., in the Chamber of Deputies at Paris, General Gallifet, the Minister of War, declared that owing to an improvement just invented by General Delye, the French army will soon have a rifle superior to all others now in use.

THE following advertisement appeared lately in a paper published in a town near Brisbane:—"Permanent.—Wanted a man to look after one horse and a few cows and pigs. One who can impart the rudiments of French, singing, and the piano to children preferred."

CAPE R. S. Head, Northumberland Fusiliers (an instructor in military topography at the Royal Staff College, Cambridge), has been ordered to South Africa. We may therefore expect to hear by and by that our officers are supplied with more reliable sketches of this country than those now available.

A RESOLUTION by the Government of India is published discussing the results of the Plague Commission's enquiries into the subject of Haffkine's plague serum. The conclusion is that the serum gives some temporary protection and tends to modify the severity of the attack when such does, after all, take place.

JOHANNESBURG is said to be in a pitiable state. The Boers are mining the mines, owing to the fact that they do not know how to work them properly. Disorder and rioting are prevalent all over the town, stores are being robbed wholesale, and the blowing up of the arsenal has caused something like a panic.

IT is generally supposed that more men are killed by artillery than infantry fire. This is a totally erroneous notion, as from medical reports it would appear that the rifle is responsible for nearly 90 per cent. of our killed. In the Franco-German War it was estimated that 6,909 German were killed by rifle bullets, and only 695 by artillery fire.

GREAT EASTERN AND CALDONIAN GOLD MINING CO., LTD.

To-day, at noon, the first general meeting of the shareholders in the above Company was held in the offices of the general managers (Messrs. Emswiler & Co.) on the 11th inst. Mr. Denison occupied the chair and the following gentlemen were present:—Messrs. Abesser, E. George, J. R. Michael, J. R. Remedios, M. Jaffer, and A. Leopold (Secretary).

The Secretary read the notice convening the meeting. The Chairman said it was only a satisfactory meeting but if there were questions he would be pleased to answer them.

Mr. George asked if there was any news from the mines.

The Chairman then read the latest news from the mines, which was highly satisfactory, and said that the capital had been all subscribed with the exception of about 4 per cent. They had money enough to last them until the end of September if not a little longer.

Mr. J. R. Michael asked if the application lists were closed as he had friends abroad who might wish to invest.

The Chairman said as long as they were bona fide the answer would be "No."

CANTON NOTES.

PRISONERS' SUFFERINGS. The prisoners in the gaols of Canton in the Nan Hai District Mandarin's yamen are at present undergoing great suffering owing to the high price of provisions. They are allowed to cash a day by government out of which they are supposed to get sufficient meat and rice to support them as well as supply the officials with the necessary squeeze. This squeeze is taken out first and, as the prices of commodities have risen considerably, the prisoners are kept in an almost starving condition. The prisoners are so badly weakened and cleansed that the plague is terribly fit among the inmates, no less than forty suffering from that disease during the last three months.

VISIT OF THE FRENCH AMBASSADOR. The French Ambassador arrived at Canton on the 11th inst. on a gunboat. He came from Haiphong and was received by the French Consul and his nationals. The day after his arrival he visited the Viceroy's Yamen, where the usual compliments were paid him. It is believed he will visit the Southern French possessions before proceeding north.

THE PETROLEUM INDUSTRY IN JAPAN.

DURING December last a joint-stock company with an approved capital of a million yen was floated under the auspices of the Mitsui family, Messrs. Shibusawa, Matsuda, Hara, Magoshi and other leading Tokyo merchants. The company, which is entitled the Tomoye Petroleum Company, has been started with a view to working the petroleum wells in Echigo province according to the latest scientific principles. The mines are now being worked in a very primitive style, and it is thought that if the methods are improved a greater output will result, and that a check will be put on the importation of oil, which now amounts to some 12 million yen annually. We need scarcely point out, however, that this suggestion is no new one. The charter has already been obtained for the company, and the allotment money is now being collected for the shares taken up.

The leading merchants of Osaka, including Messrs. Fujita, Matsumoto, Kawakami, Inouye, Konike, Tanomura and others, who propose to join the Tomoye Petroleum Company, entertained Mr. Sugiyama, one of the promoters, at a banquet at the Osaka Club on the 26th ult.—Kobe Chronicle.

"MIND THE BABY."

"The old trick of being asked to 'hold the baby' is still played in Japan, it appears, though in the following case, related by the Japan Times public-cost reporter, the 'baby' proved to be a fake. 'The Oshimaya' (he writes) is a large dry goods establishment in the town of Nakayama, Tokai province. About a week ago there came to this store a well-dressed lady of genteel appearance with a man apparently her servant. The lady-like customer, who carried in her arms a baby wrapped in flowing robes and with its face hidden under a hood, called for a variety of silk goods and made a selection which in value amounted to about 200 yen, and which she ordered her companion to take to her house before her. After the man had disappeared, she asked one of the clerks to hold her baby for a second, as she wanted to speak to a lady walking on the other side of the street. The clerk received the baby, the woman went out to come back no more, and in the meantime the infant was suddenly metamorphosed into a gourd done up in a hood and knickerbockers."

THE RECENT PLAGUE EPIDEMIC AT KOBE.

DESTRUCTION OF INFECTED HOUSES DECIDED UPON.

KOBE, March 2nd.

The immunity of the town from any case of plague during the last few weeks has not caused the matter to be forgotten by the authorities. At a meeting of the Prefectural Council, the proposal to burn down that part of Rokai-mura where the plague broke out was revived, and after a protracted debate it was agreed to carry it out. The part is situated at Dento-dori, Kano-cho, and consists of 13 blocks of buildings, numbering 60 houses, and covering 200,000 sq. ft. of ground. It is estimated that the cost of the destruction of the houses will come to ¥7,000. The owners of the houses are stated to have consented to the decision, and to have presented a note to that effect to the authorities, and it is believed that Governor Ohmori will issue an order for the evacuation of the houses within a few days. The value of the houses is estimated at ¥20 per *tsuba*, and the expense of moving the people will come to about the same amount for each family. Indeed, we understand that each family will receive this sum for expenses of removal, and in the way of compensation. It is stated that the Mitsui Bank has offered to defray the whole cost of destroying the houses and moving the people, and that the offer has been accepted by the authorities. On the site of the houses burnt down godowns will be erected by the bank.—Chronicle.

"TOMMY."

Only a private soldier.

One of the rank and file.

With rifle on his shoulder.

Marching many a mile.

Just a machine for fighting.

Food for powder and ball.

He's taught the art of 'sighting.'

And drill by bugle call.

But, heath his scarlet shoddy.

A human heart you'll find.

Machines you make his body.

But Heaven makes his mind.

Only one of a 'unit.'

Nobody knows his worth.

For praise, he waits to earn it.

Under four foot of earth.

Then the poor private soldier.

No more is dubbed a brute.

Then, it's 'present' and 'shoulder.'

For Tommy's last salute.

G. LIONEL B. GELICK, in S. F. Press.

THE ARMED BOERS.

HOW THEY DID IT.

Canon Farmer, who has lived for the last five years in Pretoria, is now in England, having, in connection with other English clergy, been expelled from the Transvaal. Discussing the situation with a representative of Reuters agency, Canon Farmer said a lot of nonsense was published on the question of Boer armaments, first, that they were a direct result of the Raid, and second, that no one knew of them, or, at any rate did not realise their extent. With regard to the former statement, it is absolutely untrue. Mining was going on long before the outbreak of the war, and Kruger welcomed this as an excuse to continue mining more openly. For more than a year before the Raid arms and ammunition were being poured into Pretoria. Directly afterwards the forts round Pretoria were started, and within two years six large forts were erected around the capital. The nearest of these is two miles from the residential quarter, the furthest five miles distant. In 1898, Canon Farmer said, he was surprised to see a fine new fort built at Bloemfontein, showing that the Free State was also preparing for war. The Pretoria forts, from which all foreigners were rigorously excluded, command every approach to Pretoria, and communicate with one another, being scarcely visible on the hillsides. "Since I have been in Pretoria," Canon Farmer added, "the Government have been drilling troops, building new and extending existing barracks, and immensely increasing their artillery. During my time the State artillery has been increased from 200 to 800. There was a constant succession of training courses, men being continually drafted from the artillery into the reserves, and fresh men enlisted. At regular intervals guns and arms arrived in Pretoria openly and trials of new guns were continually being made. 'Everyone' saw this, and some wondered what it all meant." Canon Farmer says that Pretoria is provisioned for two years; that immense storehouses have been erected and filled with flour and meal, and that when he left train-loads of flour, largely from Australia, were arriving from Delagoa Bay.

EXCLUSION OF CHINESE.

A CHINESE VIEW.

Wu Ting Fang, the Chinese Minister at Washington, has made a strong argument against the Chinese Exclusion Act. "Speaking of the charge that the Chinese do not assimilate with Americans," he said,—"Do your men that you want the Chinese to change their clothing and adopt your costume? I hope they will not do it. You have no idea how comfortable our clothing is. Do you want our people to do as you do? Surely you don't, do you? Because if you do that is against your principles. Where are the liberty and freedom of which you boast so much? Are you to preach a doctrine to us which you do not observe?"

THE FRENCH NAVY.

THE FIGHTING AT KODODORAND.

LONDON, February 24th.

Vivid descriptions are arriving from correspondents at the front of the fighting at Kododorand. The struggle began with the arrival of General Kelly-Kenny's division on Sunday morning, when the Boers had concluded their outpunning—the Mounted Infantry Rearguard against their main body, the others manœuvring in the meantime on the north bank, while the Infantry seized the drifts at either end of the position, with the result of enclosing the enemy in a loop of the river about a mile square. Finally the Highlanders took the left, General Knox the right and centre, while Col. Smith, Dorrien, with the Canadians, crossed the Paardeberg Drift and took up a position on the north.

The fighting lasted from dawn till late at night, which was continued by the blaze of the burning wagons. Dreadful heat prevailed causing terrible thirst, which, however, was allayed by a thunderstorm. The ground was in places open, and our losses were heavy, although the men continued to fight throughout. A gallant attempt to pierce the Boer line failed. The enemy had occupied a kopje on the southern bank, running to the water's edge and cutting us in two, and piled their few guns desperately. It was impossible to dislodge them; and we therefore relied on bombardment tactics, which Lord Kitchener confirmed on arriving on Sunday.

On Monday, at midday, General French and Lord Roberts arrived, and a truce applied for an armistice. This was refused, and the Boers refused to surrender. Lord Kitchener proceeded to arrange for an interview, when a message arrived that there had been a mistake and Lord Roberts would fight to the death.

Lord Kitchener returned and decided to dispose his batteries thus—The 18th, 62nd, and 7th Field Batteries and two Naval 12-pounders exactly opposite the larger to the southwards, while the 55th Howitzer Batteries and 70th, 81st, and 82nd Field Batteries and three Naval 47 guns enfiladed the north bank. A fearful rain of shells followed, riddling every bush and cranny, exploding wagons, and causing fearful loss among the enemy hiding in the muddy river-beds, and raising a green cloud of deadly smoke. The big Naval guns at 1,000 yards dealt terrific destruction; and, soon after daybreak on Tuesday, a few hasty gun-entrenchments were demolished whereon the Boers had been working strenuously all night.

The accounts conclude with a peaceful picture of the scene of battle on Tuesday night, the men sleeping where they fought, and not a sound to be heard except the crackling of the embers of the enemy's blazing wagons.

Boer reinforcements arrived, but General French had expected them, and a body of 500 were routed, 103 being taken prisoners. Many had hurried from Ladysmith in two days. A few also deserted the larger. The latter declared they were thoroughly sickened, and had vainly urged General Cronje to surrender.

THE NEW MILITARY SCHEME.

LONDON, February 13th.

In the House of Lords, yesterday, Lord Lansdowne, the Secretary of State for War, explained the Government's new military scheme.

A similar office was performed in the House of Commons by Mr. George Wyndham, the Under-Secretary of State for War.

It was stated that the scheme which the Government were about to introduce was intended only as a tentative one. It was designed chiefly to meet the requirements of a great emergency by temporary expedients, though it might ultimately be found possible to adopt it as an integral part of a re-organisation on a permanent basis.

The Government, it was mentioned, had still available for home defence 100,000 Regulars and 328,000 Auxiliaries.

It was proposed to increase the Regular Army by 30,000 men. It was hoped that means of encouragement would be found to induce the Auxiliary forces to attain their full establishment.

In this way it was expected that very soon the number of trained men would be brought nearer to 600,000 than 500,000, without having recourse even to a modified form of conscription, or to a revival of the militia ballot.

It was intended to form twelve permanent line battalions besides the three infantry battalions that were authorised in 1899. It was also contemplated to offer special inducements to men whose time had expired to rejoin the Service for one year.

It was also proposed to strengthen the artillery forces by some howitzer batteries.

It was intended to prepare immediately a permanent plan for the reorganisation of two new Army Corps which, in time of peace, would be maintained at a low strength, but might be then utilised as training establishments.

The Royal Engineers and Army Service Corps would also be increased. It was further proposed to add 36 batteries to the Field Artillery and seven batteries to the present strength of the Horse Artillery.

The new guns, which would consist mainly of fifteen pounders instead of twelve pounders, would be of the most modern type.

It was proposed to put the pay of the militia on a par with the regulars, and that the former should be embodied for three or four months yearly, instead of for only one month, as at present. Permanent transport facilities would also be provided.

The Yeomanry regiments would be invited to go under canvas for a month each year. The pay would be increased, and this branch of the auxiliary forces would be encouraged to supply a proportion of mounted infantry.

The Volunteer Artillery would be provided with modern guns, and would be encouraged to train for three months annually.

The Volunteers would be armed with the best weapons, more mages would be provided, the capitation grant would be increased, and other assistance given. The volunteers would also be encouraged to supply a proportion of mounted infantry.

Under the new establishment, 253 artillery officers and 622 officers of the line would be required. The bulk of the new commissions would be distributed among colonists, the militia, the University and public schools.

Sir Charles Dill, Liberal member for Forest of Dean, and Mr. Arnold, Liberal, Federal Unionist member for Belfast, and the Service members severely criticised the Government scheme.

The Times, referring to the scheme, says that it is disappointing and displays a lack of principle and of imagination. It adds that the Government, by the occasion offered the Government for a comprehensive re-organisation of the army has not been properly realised.

It is pointed out that, in this connection, the 100,000 recruits have been obtained since Christmas.

AT THE BOTTOM OF THE SEA.

Total darkness as well as freezing cold reigns in deep sea regions; for the rays of the sun are absorbed in passing through the upper layers of water. In consequence of this darkness plant life is absent over about 93 per cent. of the ocean bottom, or over about two-thirds of the globe.

Animal life, which is abundant on these deep ocean floors, gets its sustenance directly or indirectly from the organic matter assimilated by plants near the surface and in the shallow water near the coast lines and on the surface of the land.

Swinburne's idea of ocean graves being "pure, cold, populous" and "made without hands in a world without sin" is shown by science to be correct. The cold, dark ocean floor is indeed a vast graveyard, not only for the beings and objects, men, ships and their contents, that have descended from the surface, but for innumerable creatures that have lived all their lives near the surface in tropical temperatures and under tropical sunlight, as well as for the remains of countless other organisms that have lived below in darkness at a temperature near to the freezing point of water.

Vast red clay deposits occur in all the deeper stretches of the ocean floor, and are mixed up with numerous remains of whales, sharks and other fishes, minute mineral crystals, magnetic granules, cosmic dusts, meteoric globules and stone bodies of other than earthly origin. One haul of a trawl in the Central Pacific brought up to the surface on one occasion, from a depth of two and a half miles, 1,500 sharks' teeth and thirty fragments of ear bones and other bones of extinct species upon ages ago.

Deposits on the ocean floors are classed as the Blue Muds, the Green Muds and the Red Muds, together with volcanic muds and coral muds. With increasing depths, usually from a distance of 200 miles from the continental coast lines, the deposits become more free from land mixtures, and are made up mainly of the shells and skeletons of marine organisms mingled with certain inorganic constituents. The latter are for the most part derived from the evaporation of floating pumice and from shavings of volcanic ashes and from debris ejected from submarine volcanoes.

And yet, however, our knowledge of deep marine deposits is limited largely to the superficial layers at the bottom. As a rule the sounding tube does not penetrate more than six to eight inches though in some instances the sounding tube and dredge have been known to sink two feet into the deposits. Fortunately, some of the deep sea exploring expeditions that recently started out are equipped with special apparatus that will enable them to penetrate down to the actual hard bottom, and interesting results therefrom may be looked for.

KITCHENER THE WOMAN HATER.

A Mr. Ernest Howard Crosby, who served as a judge of the international tribunals in Egypt, and met Lord Kitchener and had an opportunity of studying the man at short range, said to an American newspaper:

"Kitchener is a woman-hater. He hates a social function of any nature, has no sense of humour and has won his way by means of steady, plodding effort. He is more the von Moltke type than the Napoleon. He doesn't know what fear is and can work twenty-four hours a day and not feel it."

"Kitchener's stay in Egypt was accidental. Kitchener had been doing engineering work in Cyprus and had previously, while in Palestine on similar duty, learned the Arabic language. In 1882 he came over to Alexandria on leave of absence from Cyprus. It was before the bombardment, and Kitchener, after looking over the situation, said:

"I am sure there is to be fighting here. I wish I were to stay, but I expect to be called back to Cyprus at any moment, and so will have no show in Alexandria."

"The next day the man to whom Kitchener had been speaking was in the office when a telegram came."

"A despatch for Kitchener" was called out. "I'll see him this afternoon and will deliver it," said Kitchener's friend. But the telegram and Kitchener's summons to Cyprus remained in an overcoat pocket for a week. The war broke out, Kitchener was on the field, his knowledge of Arabic and his past service were in his favour, and he was told to stay there.

"At a dinner in Cairo in 1890 I remember we discussed whether or no it was ever right to tell a lie. Some one turned to Kitchener and said:

"I say, Kitchener, if you were taken prisoner in war, would you be willing to say you were a German to save your life?"

"Why, yes, of course," the general replied.

"Then another questioned."

"Suppose they asked you if you were a Frenchman, would you give a similar answer?"

"No, of course not, the very idea is absurd," responded Kitchener. "Every one at the table roared except the man who made the fun, and he sat glum and silent. He saw no joke."

THE ARMLESS BELGIAN PAINTER.

SHAVING WITH HIS FOOT.

The career of Charles Francois Fels, the armless Belgian artist, who died the other day in his seventieth year, is one of the most striking instances on record of success in overcoming the deficiencies of nature. One of his earliest recollections (says the Daily News) is a delightful little notice of his sitting in the garden while his mother taught him to grasp with his baby toes the bright flowers for which he cried. Very soon he learned to gather them for himself, and, steadily pursuing this form of instruction, his little arms became flexible and useful. Mr. Fels mixed colours without difficulty, and worked quite easily. Holding the palette by the left great toe, passed through the orifice like a thumb, with the other foot he manipulated the brush with astonishing skill and confidence. At meals he used a knife and fork, and managed his own drinking glass.

Until the last few years he always shaved himself and never had an accident. His one grievance was that he could not gain mastery over a buttonhole.

THE GERMAN NAVY BILL.

The text of the new German Navy Bill, as agreed upon by the Federal Council, has been published. The new Bill proposes to increase the strength of the navy by raising the number of line-of-battle ships from 19 to 38, the number of small cruisers from 12 to 20, and the number of torpedo-boats from 12 to 45.

The non-recurring expenditure on the construction and armament of these vessels is estimated at 1,600 million marks, that on docks and harbours at 261 million marks. Of this sum it is proposed to raise 765 million marks by the issue of loans which will be extended over a period of 16 years; 1,092 million marks will be met from the revenue. The recurring expenditure will, it is calculated, show an average increase of 5,400,000 marks per year. The increase in the personnel is calculated at 33,746.

THE CHINESE AMBASSADOR'S HUMOUR.

The Chinese Ambassador has a penchant for punning. A London paper quotes one or two examples perpetrated during his Excellency's visits to Sheffield and Birmingham. In a fitting shop the guide essayed: "That, your Excellency, is a riveting machine." "Yes," was the reply, "at this moment it is riveting my eye."

Again, in a foundry: "These are pigs, your Excellency," a reference to the raw material from which tubes were made. The rejoinder: "And I see that the pigs become sausages, as usual," a reference to a pile of tubes near by. At Kynoch's ammunition works his Excellency noted the distance separating each worker's hut. "Splendid isolation," he slowly remarked. The reference to Lord Salisbury's pet phrase did not miss fire. In another ammunition works there was a notice intimating that any employed discovered with matches would be instantly dismissed. "I suppose the same thing might happen if they were not discovered?" was Sir Chichen Lo-fenglu's dry comment.

ARMS AND THE WAR.

ARTILLERY OF LITTLE VALUE.

LETTER FROM MAJOR ALBRECHT.

Herr von Bloch, of Warsaw, in his comprehensive work, recently published, dwelt on the fearful effects produced by modern weapons. The Deutsche Warte asked Major Albrecht, commander of the Boer artillery, says the Berlin correspondent of the Daily News, whether his experience confirmed Herr von Bloch's assertions. In a letter dated Koonstad, December 17th, after the battle of Colenso, Albrecht says:

"What does Bloch say? A modern shell throws over a thousand pieces? What rubbish! I wish that Russia would send me some of those shells. What we have here won't even always obey us, but what the English have is beyond description. Out of a hundred shells not ten burst, and even these make more noise than they do damage. The day before yesterday about 25,000 English with over fifty guns against 1,300 Boers. I cannot give the accurate numbers, for I am to-day already on my way back to the Mordler River, from where I came on the 12th with half of my artillery. But I can well say that we did not lose more than a hundred men, among them about three dozen killed. That at 1,000 English shells about twelve men were killed, and thirty or forty wounded, for the rest was done by rifles. Our Boer Artillery was by no means so successful as I had anticipated before the war. Certainly our people shoot splendidly; but there is a great difference between a gun and a rifle. The English must have suffered heavy losses. I know that, but my artillery, and only a slight share in it, although we fired about our hundred shells, I leave it open whether our artillery disabled in all a hundred men. The riflemen disabled in ten minutes ten times more than our artillery did sometime. In ten hours, Artillery in defence does not seem to be destined to play a brilliant part; and as regards the attack, its use consists chiefly in intimidating the enemy, so that the attacking body can advance under its protection. The real decision lies in close fighting. The battles of Nagersfontein and Colenso were decided within ten minutes. Within five minutes Buller had lost eleven guns."

"He who is least nervous is victorious; of this I am firmly convinced. Of course, in close fighting, many more soldiers are now disabled than formerly, but the massacre is therefore of shorter duration. No body of troops marches straight on, as on the drill ground, against the enemy, and lets itself be simply shot down. Not even the English do this. According to my convictions, war is nowadays not more murderous than formerly."

LOBENGULA IN A DIFFICULTY.

Lobengula, who wore a dark suit of clothes and a white shirt and collar, and carried a walking-stick, complained to the magistrate at the West London police-court recently that his boxes of clothes, with sheets and blankets, were detained by the landlady in Finsbury-square, South Kensington, for rent due by Miss Jewell. The applicant was questioned as to the value of the boxes and contents, and he said about £12.

The magistrate told him that the landlady would be entitled to all above £5. He inquired what had become of Miss Jewell. The applicant said she left on Monday, and he had not seen her since.

The magistrate advised the applicant to pay the landlady the rent due by Miss Jewell, and then he would be entitled to take away his goods.

THE NICARAGUA CANAL.

In the course of a leader upon the Nicaragua Canal, the Times of 6th February says:

It is by no means certain that, though the Government of the United States have taken power under the Clayton-Bulwer treaty, as now modified by the negotiations between Lord Pauncefote and Mr. Hay, to construct a canal across the Central American isthmus, the Nicaragua line will ultimately be selected. As we pointed out some three weeks ago, the Panama Canal-scheme has entered upon a new phase, and an arrangement with the company which has been formed to obtain a footing for that project in the United States is quite possible. The Government at Washington are probably well pleased to have two strings to their bow. They can now go on with the Panama scheme, but if they are interested in the Nicaragua line, they can adopt the latter if it appears to be the more practicable and the less expensive. In the last Congress a million of dollars was voted for further surveys of the isthmus "at every available point," and a Commission was appointed to inquire into the subject which has not yet reported. But it is clear that the revision of the Clayton-Bulwer treaty will render it easier for the American Government to attack the problem in either way without raising any diplomatic controversies. It is, of course, to be remarked that the provisions of the original treaty for the neutrality of the waterway and for the equality of conditions of traffic apply to the Panama line or to any other just as well as to the Nicaragua line. It cannot be doubted that this guarantee has been preserved, and, in that event, this country, whenever the canal is completed, will possess, we must assume, the same privileges and securities that British trade now enjoys in the case of the Suez Canal route. It is, no doubt, to be regretted that other outstanding difficulties have not been settled, as had been hoped, at the same time. But as the line was long ago abandoned on both sides of the construction of an inter-oceanic canal by the joint efforts of the British and the American Governments and under their joint control, we have no interest in resisting the execution of a project which is bound to be carried out in one form or another and which, if we may trust to the teachings of experience, must be beneficial to the trade of the world. Of that trade the energy and the aptitudes of our people will always give us a commanding share, if we are not tempted to neglect our opportunities.

REMARKABLE GROWTH OF THE PACIFIC TRADE.

ENORMOUS FREIGHTS, NEW STEAMERS, HUGE FLOUR MILLS.

Writing from Honolulu en route to the Far East, Mr. Frank G. Carpenter gives the readers of a New York daily some information regarding the rapid development of the Pacific trade which is of interest to many in the Far East. Mr. Carpenter crossed the Pacific ten years ago to visit Japan, China and Korea and he is therefore in position to review the developments of the past decade in a manner that brings to the surface facts which perhaps few have yet realized the full significance of. He says: "I have already seen some striking evidence of the wonderful increase which is taking place in trade with the Far East. All the steamers which are now sailing between Hawaii, China, Japan and Australia are loaded to their fullest capacity."

"I came to Honolulu on the China, the largest of the Pacific Mail steamships. It is packed with freight for China, Japan and the Philippines to such an extent that a part of its cargo space is filled with goods, and it has to steam much slower in consequence. It was a day late on this account in coming to Honolulu, and will probably be still later in reaching Yokohama. It left on the docks at San Francisco a lot of freight which was not able to carry, and this is, I am told, the case with nearly every ship which leaves that port. The passenger accommodations are strained to their utmost. I found the ship full when I arrived at San Francisco and was only able to secure my passage by a berth being given up at the last moment. I was told that six other passengers were waiting for berths, and that the only safe way now is to engage your cabin weeks in advance. This is the more remarkable considering the increased number of steamers which have been put out at the chief ports for China and Japan."

"When I first crossed the Pacific, ten years ago, there were only two lines of steamers, little 2,000 and 3,000-ton boats, which sailed from San Francisco. Now there are three lines from San Francisco alone to Japan, the Canadian Pacific from Vancouver, and lines from Portland, Seattle and Tacoma."

"The Japanese are stretching out for their share of the trade, and beginning with this month, the Government of the Mikado will for the next ten years pay annual subsidies of more than 1,000,000 yen a year to the Nippon Yusen Kaisha and the Toyo Kisen Kaisha lines running to Europe, and also between Japan and the United States. These two lines will get more than 1,500,000 yen a year from the Government for their United States ships alone."

"The Toyo Kisen Kaisha has three 6,000-ton ships, which run from San Francisco to Hongkong, stopping at Honolulu and the Japanese ports en route, in conjunction with the Pacific Mail and the Oriental and Occidental lines, so that, with these lines they furnish sailings from San Francisco to Japan every eight days."

"The Japanese ships have English officers. They are among the finest ships now on the Pacific. The Canadian Pacific ships run, as do all Puget Sound ships to Japan, by the northern passage, not calling at Honolulu. The Canadian Pacific has, however, a line to Australia which calls here. There is also a line to Australia from San Francisco which calls at Honolulu. It is owned by the Spreckels, the sugar millionaires, and makes weekly sailings."

"The Pacific trade is increasing so fast and the lines are so profitable that a number of new ships are now being built to meet the Chinese, Japanese and United States ports of the Pacific."

"The Pacific Mail Steamship Company, the President of which is C. P. Huntington, has under construction at Newport News two 10,000-ton steamers, which will be added to its line from San Francisco to Hongkong. These ships will be equal to the best of the Atlantic liners. Each will accommodate 185 first-class passengers, putting only two persons in each stateroom."

"I am told that the Santa Fe Railroad Company is building three large steamers to run from San Diego to Hilo, in the Sandwich Islands, and thence to Japan and China. It already has a line of cargo boats."

"The Great Northern, the President and moving spirit of the line, is James Hill, of St. Paul, Minn. It has four 10,000-ton steamers under construction to add to the line already plying between Seattle and Japan and China, and the Northern Pacific expects to add large ships to those now sailing."

"Still another line. Claus Spreckels is building three new 6,000-ton boats for Australia, and the Chicago, Burlington and Quincy is said to have a trans-Pacific line in contemplation."

"The increase in the freight is so great that it is believed that all of these ships will have plenty to do. I was told at Portland the other day that there were flour mills there which were running day and night to supply the Chinese demand for American flour. On board the China there is the representative of one of the largest milling machine companies of the United States. He is on his way to Shanghai to put up there a modern 300-barrel flour mill which will cost more than \$100,000. "The mill is being erected for a Chinese company, and it will probably grow an American wheat, though the Chinese say they can get plenty of wheat in China."

SHIPPING REPORTS.

Captain A. W. Outerbridge, of the steamship Kwaiyang, from Cebu, reports—Moderate N.E. winds and clear weather with considerable N.E. sea.

Captain B. Nilsson, of the steamship Bingo Maru, from London, reports—Fresh N.E. wind and heavy N.E. swell from Singapore to within 100 miles of port.

Captain J. Bendixen, of the steamship Amigo, from Saigon, reports—On the 11th inst. passed "H Q N C," in Lat. 12° 15' N., 110° 44' E., steering east, on board all well.

NOTANDA.

CALENDAR.

MARCH.

Metereological means based on ten years' observations in 1893.

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SHIPPING AND MAIL NEWS.

MAILS DUE.

English (Massilia) 16th inst.

American (City of Rio de Janeiro) 20th inst.

Canadian (Empress of China) 20th inst.

German (Stuttgart) 20th inst.

Indian (Chelidra) 20th inst.

German (Weimar) 22nd inst.

American (Coptic) 26th inst.

American (America Maru) 4th prox.

Tacoma (Sikh) 5th prox.

Th steamship Chelidra, from Calcutta and Straits left Singapore for this port on Tuesday 13th inst. at 6 p.m.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba, at Kowloon Dock.

H.M.S. Centurion, " " "

H.M.S. Phoenix, " " "

Shantung, " " "

H.M.S. Waterwitch, " " "

Hanoi, " " "

Kailang, " " "

V.S.S. Monadnock, " " "

U. S. S. Austria, " " "

Honan, " " "

Peiyang, " " "

Victoria, " " "

Emma Luyken, " " "

Passing the Canal.

Outward—2nd Mar.—Gisela, Machoson, 6th March—Wittenburg, Conch, Saraton, Samiki Maru, 9th March—Benlomond, Meizulus.

Homeward—23rd Feb.—Kamakura Maru, Hamlay, 2nd Mar.—Weimar, Hulton, Sibra, 6th Mar.—Sachsen, Silesia, Salazai, 9th Mar.—Glenochy, Anna.

Arrivals at Home—9th March—Kamakura Maru, Asama.

Shipping.

Arrivals.

Victoria, British steamer, 1,018, Dunham, 13th Mar.—Manila 10th Mar. Ballast—E. A. Trading Co.

AMIGO, German steamer, 771, J. Bendixen, 13th Mar.—Saigon 6th Mar. Rice—J. Lebon & Co.

BINGO MARU, Japanese steamer, 3,8

Intimations.

WATKINS, LIMITED.
NOTICE TO SHAREHOLDERS.
 THE FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, Queen's Road, at NOON, on SATURDAY, the 17th instant, for the purpose of receiving the Report of the General Managers, with a Statement of Accounts to 31st December, 1899.
 The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 17th instant, both days inclusive.

General Managers,
 HONGKONG, 5th March, 1900. [283b]

THE CHINA AND MANILA STEAMSHIP COMPANY LIMITED.
 THE SEVENTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on SATURDAY, the 24th March, 1900, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1899, declaring a Dividend and electing a Consulting Committee and Auditors.
 The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th instant, both days inclusive.

General Managers,
 HONGKONG, 8th March, 1900. [303b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.
 NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING OF THE SHAREHOLDERS in the above Company will be held at the Office of the Company, on TUESDAY, the 27th day of March, at NOON, for the purpose of confirming the following Special Resolution which was passed at the Extraordinary General Meeting of Shareholders on the 7th instant:

SPECIAL RESOLUTION.
 That the Profits accrued to the Company from the issue at a Premium of the New Shares in the Company, authorised to be issued by the Special Resolution passed on the 6th, and confirmed on the 23rd day of April, 1899, amounting to the sum of \$1,250,000, and which was then carried, and is now standing, to the Credit of the Reserve Fund in pursuance of such Special Resolution, be capitalised and be applied in part payment of the CALL of \$50 per Share on all the Shares in the Company, to be made by the Board.

By Order of the Board,
 A. SHELTON HOOPER,
 Secretary.
 HONGKONG, 7th March, 1900. [297b]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.
 THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th March, 1900, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1899, with the Report of the Directors, and to discuss any matters that may be competently brought before the Meeting.
 The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th instant, both days inclusive.

By Order of the Board,
 C. MOONEY,
 Secretary.
 HONGKONG, 1st March, 1900. [270b]

THE HONGKONG HOTEL COMPANY, LIMITED.
 NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong Hotel Company, Limited, will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th day of March, 1900, at 12.15 P.M.

1. To consider and if thought fit approve the draft New Regulations which will be submitted to the Meeting and in the event of the approval thereof with or without modifications or alterations.
 2. To consider and if thought fit to pass a Resolution to the effect "that the New Regulations already approved by the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved and that such Regulations be and the same are hereby adopted as the Regulations of the Company to the exclusion of all the existing Regulations thereof."

A copy of the proposed New Regulations may be seen at the Company's Office.
 Should the above Resolution be passed, the required majority it will be submitted for confirmation as a Special Resolution, to a Second Extraordinary Meeting which will be subsequently convened.
 Dated the 1st day of March, 1900.

By Order of the Board,
 C. MOONEY,
 Secretary.
 CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.
 THE TWENTY SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on THURSDAY, the 29th March, at 3 P.M. for the purpose of receiving their Report with a Statement of Accounts, ending to the 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from 16th to 29th instant, both days inclusive.
 JARDINE, MATHESON & CO.,
 General Agents.
 HONGKONG, 9th March, 1900. [311b]

BRITISH NATIONAL WAR LOAN OF 1900.

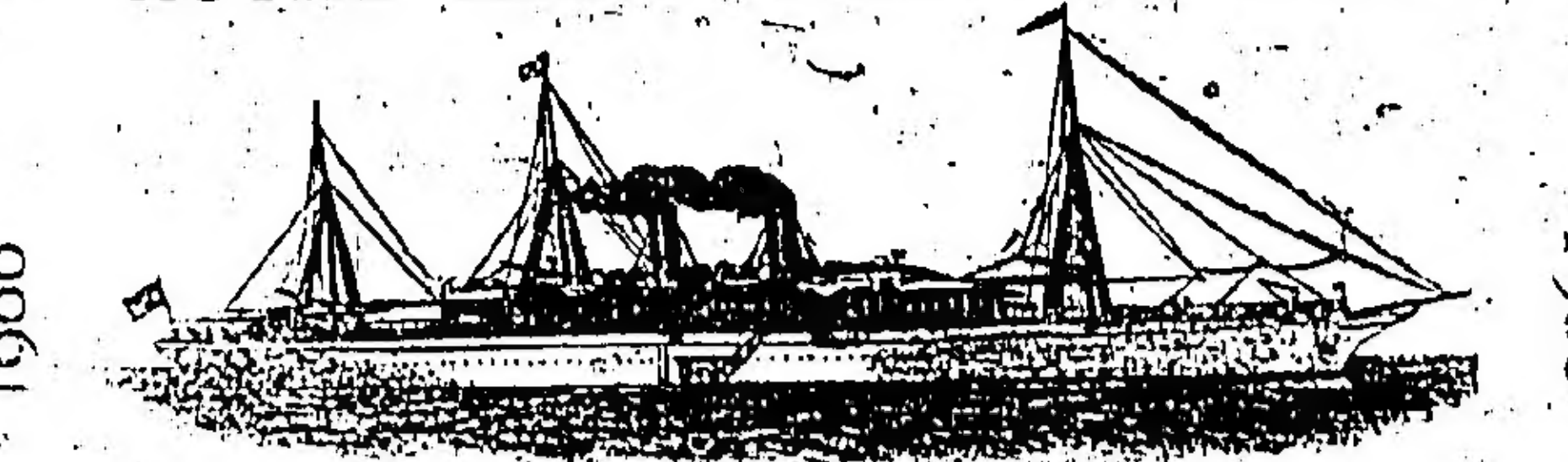
REDEEMABLE 1 APRIL, 1910, AT PAR.
 PRICE OF ISSUE FIXED BY H.M. TREASURY, 298 10s.
 £3 payable on Application.
 £3 10s. " " 20th March.
 " " 10s. " 9th April.
 " " 10s. " 3rd May.
 " " 10s. " 8th June.
 " " 10s. " 10th July.
 " " 10s. " 9th August.
 " " 10s. " 7th September.
 " " 10s. " 8th October.
 " " 10s. " 8th November.

Further Particulars can be obtained from the HONGKONG AND SHANGHAI BANK, Hongkong, where Applications for the Loan may be made. Lists will CLOSE on or before the 15th March, 1900.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
 T. JACKSON,
 Chief Manager.
 HONGKONG, 12th March, 1900. [322b]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
 THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
 Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 4th April.
EMPEROR OF JAPAN...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 25th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 1, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HONGKONG, 14th March, 1900. [3]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Goodwin...4,421 A. Jackson...Mar. 17
Olympia...2,537 J. Truebridge...Mar. 31
Sikh...2,747 J. Rowley...April 1
Glenogle...3,750 W. Frakes...April 11

ALSO
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Binemar...3,601 W. Watt...Mar. 23
Monmouthshire...2,874 W. A. Evans...May 19
Praemar...3,601 W. Watt...June 9
Monmouthshire...2,874 W. A. Evans...Aug. 4

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.
 Excellent accommodation. First-class Tables. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £40.
 The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.
 Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

HONGKONG, 13th March, 1900. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Lady Joyce...3,106 about 1 Mar. 31

THE Steamship

"**LADY JOICEY**" will be despatched for SAN FRANCISCO and SAN FRANCISCO, VIA KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 31st instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on-board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

HONGKONG, China and Japan.
 HONGKONG, 13th March, 1900. [28]

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN DUREN, Agent.
 HONGKONG, 13th March, 1900. [29]

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN DUREN, Agent.
 HONGKONG, 13th March, 1900. [30]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STREAMERS. DESTINATIONS. SAILING DATES.

BINGO MARU...{KOBE and YOKOHAMA...} To-morrow, 15th March, at 4 P.M.
TAMBA MARU...{KOBE and YOKOHAMA...} SATURDAY, 17th March, at 4 P.M.

YAMATA MARU...{NAGASAKI, KOBE and YOKOHAMA...} SATURDAY, 24th March, at Noon.

SABO MARU...{MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID...} TUESDAY, 27th March, at Daylight.

KAWOSHIMA MARU...{MOJI, KOBE and YOKOHAMA...} TUESDAY, 27th March, at Noon.

HIROSHIMA MARU...{BOMBAY, VIA SINGAPORE and COLOMBO...} FRIDAY, 30th March, at Noon.

FUTAMI MARU...{MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...} FRIDAY, 30th March, at 4 P.M.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
 Manager.
 HONGKONG, 14th March, 1900. [6]

NORDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

(Freight Service.) (Freight Service.)
 Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STREAMERS. DESTINATIONS. SAILING DATES.

***SAVOIA**...{HAVRE and HAMBURG...} 20th March. Freight and Passenger.

ASTORIA...{LONDON with transhipment in HAMBURG...} 24th March. Freight.

SAXONIA...{HAVRE and HAMBURG...} About 31st March. Freight.

***HEIDELBERG**...{LONDON with transhipment in HAMBURG...} About 6th April. Freight and Passenger.

***SIBIRIA**...{LONDON with transhipment in HAMBURG...} About 29th April. Freight and Passenger.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

TOYO KISEN KAISHA. U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 20th March, at Daylight.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 14th April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 8th May, at Noon.

THE Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 20th March, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN DUREN, Agent.
 HONGKONG, 13th March, 1900. [7]

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN DUREN, Agent.
 HONGKONG, 13th March, 1900. [8]

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN DUREN, Agent.
 HONGKONG, 13th March, 1900. [9]

Masonic.



VICTORIA PRECEPTORY AND PRIORY.

AN EMERGENCY MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, on FRIDAY, the 16th instant, at 8 for 9.30 P.M. precisely. Visiting Sir Knights are cordially invited to attend.
 Hongkong, 13th March, 1900. [323b]

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 16th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.
 Hongkong, 8th March, 1900. [302b]

To be Let.

TO LET.

"HARFORD" MAGAZINE GAR.
 GROUND FLOOR, 51, PERL STREET, NO. 4, RIFON TERRACE.
 "THE RETREAT" MOUNT KELLET.
 TOP FLOOR, NO. 1, DUBBEL STREET.
 GODOWNS—Nos. 80a and 82, PRAYA EAST.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 6th March, 1900. [12]

TO LET.

N. O. 3, CAMERON VILLAS, PEAK. ROOMS on first floor of Marine House, QUEEN'S ROAD CENTRAL, above Messrs. Achce & Co.'s Store.

Apply to BELILIOS & CO.
 Hongkong, 9th March, 1900. [309b]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
 Hongkong, 28th May, 1899. [30]

For Sale.

FOR SALE.

PARTIALLY DECKED CENTRE BOARD YACHT *GEISHA*. Length over all 26' 6", Water Line 17' 3", Beam 5', All Lead Ballast. At present in cruising order. For Particulars, apply to "X".

c/o This Office.
 Hongkong, 16th January, 1900. [116b]

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

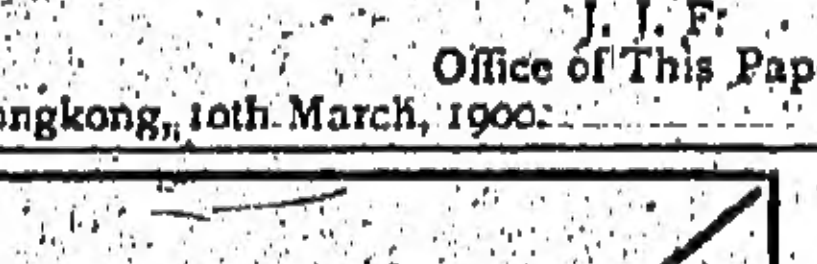
NOTICE TO SHAREHOLDERS. CONTRIBUTING Shareholders are requested to send in a Statement of Business contributed during the Half Year ended 31st December, 1899, on or before the 21st March on which date the Account will be CLOSED.

By Order of the Board of Directors,
 THOS. I. ROSE,
 Secretary.
 Hongkong, 1st March, 1900. [260b]

WANTED.

A COPY of the Local "HANSARD," 1891-2.

Address:— J. J. F.
 Office of This Paper.
 Hongkong, 10th March, 1900.



JUST RECEIVED
 Several Kinds
 of
JAPANESE CURIOS.

At D. N. Noma,
 No. 17, Despatch Office,
 Arcade, Opposite
 the City Hall,
 Hongkong.

6th March, 1900. [41]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S GENUINE H. COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUEUR SCOTCH WHISKY, &c. &c.

SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

HONGKONG, 14th May, 1899. [38]

LEVY HERMANOS. DIAMOND & JEWELLERS.

SOLE AGENTS in the East for the famous CLEMENT, HUMBER and GLADIATOR CO., LD. DUNLOP TYRES—BICYCLES—PRICE, \$100.

Aspirable reliable Watch made for this Climate. Quality Price, \$15.

40, QUEEN'S ROAD, 2nd Floor, Watson's Building.

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an EX-SCHOOLMASTER. Terms moderate. For Particulars apply to "X".

c/o This Office.
 Hongkong, 16th August, 1899. [101b]

RUSSIA AND JAPAN.

THEIR LAND AND SEA FORCES.

The large shipbuilding programme for the increase of the Russian navy, including a Budget of some £20,000,000 estimated for 1898, proposes, says *The Naval and Military Record*, a gross expenditure for the period ending in 1903 of not less than £20,000,000, and when it is understood that this enormous sum is for new construction exclusively, it may well appear that the ambition of the Russian Empire has a definite and strenuous objective.

The building of eight battleships forms the leading feature in the programme, and they are already in hand, ordered or projected. The projected first-class cruisers, which will be of some 1,000 tons displacement each, are all in hand, and one of the number, the *Varyag*, is being pushed to completion in Philadelphia.

Up to the present time the Russian Government has been badly handicapped in the race for naval supremacy by the almost total lack of construction facilities in both ships and machinery. This however, is being rapidly improved, and in the programme here outlined the intention is to enter into competition with the shipbuilders of the world in the rehabilitation of the naval strength of the empire.

Notwithstanding the meagre showing made by the material branch of the Russian Navy, the personnel has been brought well abreast of the ultimate requirements of the nation, and so far as can be determined by the often misleading data permitted for publication, the following table shows the effective strength of the Russian Navy.

General Admiral	1
Admirals	12
Vice-Admirals	19
Rear-Admirals	35
Captains of the first class	91
Captains of the second class	213
(commandants)	633
Lieutenants	533
Sub-Lieutenants	234

Total officers... 1,239

Of the rank and file there are 290,000 men, and an enlisted force of 41,915. This number, however, represents only the peace footing, for in time of war a practically unlimited number of recruits can be transferred from the army to the naval service, on the theory held by that Government that any man can be a sailor, but not a soldier.

The Russian fleet consists of 240 vessels of all classes, aggregating 294,000 tons displacement, and mounting 1,545 guns of all calibres.

Nothing in history has been more remarkable than the sudden rise of Japan to the rank of one of the leading naval Powers. The building programme outlined during the year 1898 has been vigorously carried out, and the new member of the family of nations is pressing to the front with great strides in her naval preparations for supremacy in the East. The building programme will be best understood by reference to the table given below, which is compiled from the latest official sources.

A notable fact in this connection is that the navy of Japan is and will be composed of the latest types under the various classifications, and the newest ships of this progressive nation combine every improvement yet devised in every department. In motive power, speed, offensive and defensive power, guns, every detail is of the latest type and assembled by the best builders in the world.

The following is the personnel compiled from the latest data:—

Admirals	25
Officers of command rank	425
Officers of all grades below command rank	727

Officers of all grades 1,177

Petty and non-commissioned 2,579

The enlisted personnel aggregate about 15,000. This is strictly on a peace basis.

Japan's navy comprises seventy ships of all classes, with a total displacement of 106,665 tons, and the ships carry 545 guns.

Between the land forces of Russia and Japan, a greater apparent disproportion exists between the two navies. This disproportion, however, is more apparent than real, and for various reasons the most important factor arises from the geographical positions of the two nations. Japan is, to speak on the ground, while the forces of Russia, whether for land or sea service, are forced to travel practically half the circumference of the earth before arrival at the point of influence. Russia has in her army 52,000 officers and 2,738,000 men, compared with Japan's 29,113 officers and 373,720 men.

TRAINING FOR SINGERS.

An authority on singing writes:—"The pupil should commence study with good, hard, solid work. It is only by hard work and perseverance that success can be obtained. Apart from the voice the student should be possessed of brains. A master cannot always tell or show everything. After a course of study with a master the most arduous period arrives. The pupil must then sing and study alone and keep at it. I work just as hard now as when I was commencing. A great thing is to cultivate a personality. Anything eccentric should be avoided. Never feel satisfied with yourself; always think you can do better. Some teachers claim to produce voices for pupils not possessed of them. This is absurd and impossible.

"Another thing in which I have no faith is in wrapping up, at every slight change of weather, though every care should be exercised in clothing the body. During the weather such as you have here in summer I wear low dresses, so that the neck is bare and quite free. This harpings the throat constantly. If a muffer be worn around the neck it causes perspiration and the slightest wind or draft results in a cold. Plenty of athletic exercise should be indulged in, especially walking, which strengthens the lungs. In mode of life all excesses should be avoided. The artist cannot hope for any great success unless he or she lives a most regular life. As an example of what regular living will do, I instance Mme. Adelina Patti and the number of years she has preserved her voice.

"Finally, to the novice I say, art is a stern mistress; never despair. Study, study, study; work, work."

A CURE FOR DYSENTERY.

The Colonial Garden in Indo-China, through the good offices of Senegal-Paulin, has received some seeds called "Ko-San" by the Chinese and employed by them as a preventive against dysentery. Dr. Mongeot, of Saigon, had the happy idea of utilizing these seeds according to the Chinese method, and the results have been very satisfactory. Out of 879 cases experimented upon, he met with only eight unsuccessful results. Experiments made at the Colonial Garden have shown that the seeds have a powerful physiological action. New experiments will no doubt, enable the causes to be traced, and the effects of the action determined. If, as every body seems to point to it, the utility of this Ko-San seed is confirmed, the plant will be spread all throughout the French Colonies.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Armstrong, A.	Langlade, Madam
Armsmocker	Leblain, M. H.
Arab, N. M.	Leslie, M. H.
Anles, Dr. V.	Lane, Monsieur
Armar, J.	Layton, R. K.
Albert, Hope S. S. Co.	Louhite, R.
Amell	Louis, C.
Andrade	Lewis, C. M.
Angelina, S.	Laidlaw, R.
Apad, V.	Linswore, E.
Allen, G.	Mothichundi, A. K.
Alba, S. F.	Muszy, Paul
Alao	Maralla, C.
Baroniam, Z. S.	Marriott, H. D.
Blake, R. E.	McHenry, E. C.
Biby, Angan	Middleton, Miss
Ballant, Anna	Marescaux, Capt.
Brennes, C.	Munroe, J. W. K.
Barnett, L. C.	Malay, L. M.
Brusse, G.	Martin, A. H.
Buckley	Mallou, O.
Bowles, C. E.	Morrison, G. E.
Barker, A. M.	Mortimore, P.
Bass, J. F.	McDonald, J.
Bravum, J. R.	Maruara, K.
Belys, M.	Maligoto, O.
Bourdonel	Marten, N. R.
Bandroff	Marshall, F. R.
Bridge, G. E.	Matsuura, J.
Breigh, H.	McDonald Mrs.
Brooks, H.	Mathew, C. P.
Baker, Col. W. H.	Margottin, G.
Boldasine	Moore, J.
Bholos	Meigel
Berthier, G.	Maiden, E. W.
Baton, S.	Marty, L.
Blake, E.	Martis, E. M.
Barrett, W. C.	Martin, R. R.
Brown, Brothers N. P.	Mencarini, J.
Barnett, A.	Newville, B. A.
Blake, D. H.	Neil, M. M. G.
Billaraz	Nagugawa, I.
Brooks, Mrs. M. B.	Nachate
Breed, Dr. L. M.	Odor, B.
Bee, H.	Osada, Miss
Buggard, G.	Osadaumo, M.
Crook, Miss H. C.	Ozu, M.
Crook, Miss N. C.	Oppenhai
Caman, D. C.	Ogden, A. C.
Chambers, E. H.	Phillips, J.
Crow, H.	Putman, J. K.
Chaplin, Miss	Piot, R.
Chapillon, G.	Puthi, R. P.
Colenso, R. L.	Prach, J.
Cheung Kong	People, Rev. S. C.
Calder, W.	Perine, R. L.
Carman, D. M.	Prym, F. I.
Probasas, E. L.	Pulmer, W.
Pettican	Papadinos
Pulmer W.	Paderi, R.
Claisen, G.	Patterson & Co.
Carlen, G.	Pfeifer, B.
Chung, W. P.	Palin, E. W.
Cater	Probasas, E. L.
Cum, J. W.	Pulmer W.
Craig, Miss E. G.	Parke, A. L.
Charles, Mrs. J.	Park, Miss M.
Casly, M. J.	Pearson, C. F.
Cambell, W. E.	Reinberg, C.
David, M. W.	Remison, A.
Duncey, C.	Robinson, M. E.
Dalton, C.	Rumbold, W.
Dike, C.	Roelcken, C.
Dale, Capt. F.	Ryppert, T. E.
Devaney, M.	Robertson, G.
Dook, Mr.	Robinson, S. W. A.
Dobbeke, H. H.	Reyna, D. C.
Drydale, Miss	Rosa, Mrs.
Davis E. C.	Robinson, W. G.
Dusathai, R.	Robinson, F.
Davison, T. G.	Reid, D.
Donoghue, Miss O.	Rosa, S. B.
Derrick, L.	Ranarp, J.
Dallas, W.	Remedios, L.
Direl, B.	Russel, C. L. P.
Dunay, H.	Robert
Donora, Miss S. F.	Scott, W.
Daogee, N. J.	Sing Pun
Elas, A.	Scott, C. N.
Ersing, J.	Scott, R. A.
Ellerson, D. K.	Such, H. J.
Eskert, Miss R.	Suicha, Mrs.
Frustorfer, H.	Simout, J.
Fucuda, S.	Salau, I.
Fou Chan Fau	Solon, R.
Fueswyto, G. A. G.	Shepherd, E. B.
Fong Hall	Stewart, Mrs. K.
Fisher, Miss C.	Snape, F.
Foster, M. R.	Seagrang, T.
Figeimda, H.	Stevens, R.
Forest, Miss A.	Slyult, Miss F.
Gibbons, Mr. and	Scudler, Mrs. K.
Mrs. E. S.	Smith, E. H.
Grati, Mrs.	Swift, J. P.
Green, Robert	Struwe, H.
Gutteris, A.	Saldanha, D.
Grunberg, T.	Spilher, M.
Gronel, E.	Smith, C. F.
Gott, W.	Sanders, Mrs. M. A.
Gider, R. H.	Smith, Dr. H. R.
Galey, M.	Smith, Mrs. H.
George, Miss A.	Sempier, T.
Guimaraes	Sisk, T. H.
Goldberg, Miss B.	Stone, Miss F. G.
Guy, J.	Thomson, R.
Grossmann	Tajama, H.
Hutchison, G. W.	Thompson, Rev. H.
Hall, J. Andrew	Thomas, G. V.
Haleret, H.	Thomas, J.
Hope, P. C.	Taylor, H. K.
Hee, Ah	Traer, Miss J.
Rev. J. R.	Truhon, H. S.
Hall, W.	Thibault, G. B.
Hamilton, Miss E.	Thomas, O.
Hamilton, Mrs.	T. G., Mons
Hamilton, Capt. E. C.	Thomson, R. M.
Hamilton, Capt.	Teves, M.
Hunter, Miss L. M.	Thanaika
Haiman, Mr. A.	Tutor, Miss H.
Hayhurst, Miss W.	Umkie, S.
Hynd, R. R.	Umeno, Miss
Hassan, C. H.	Volkman, J. T.
Helen, Capt. O.	Vernon, M. A.
Humphry, W. H.	Van Sant, M. G.
Hall, Capt. J. R.	Vaico, Mrs.
Hargreaves, E. D.	Vest
Hay, I. E.	Van Hoote, Gen. Rv.
Herman, H. B.	E. F.
Hendee, L.	Whitehead, W.
Humphry, J. L.	Wurth, M. C.
Helfy, O.	Woolfe, E.
Howard, Miss M.	Wiesse, Dr. K.
Isa'Ah Yana	Wadean
Isa'Ah Yana	Watt, C. H.
Isa'Ah Yana	Walton, G.
Isa'Ah Yana	Wickens, W.
Isa'Ah Yana	Wheeler, T.
Isa'Ah Yana	Woodbury, M.
Isa'Ah Yana	Weldie, D. C.
Isa'Ah Yana	Wight, W. H. B.
Isa'Ah Yana	Wells, D. E. M.
Isa'Ah Yana	Wong Was Chung
Isa'Ah Yana	Williams, Mrs.
Isa'Ah Yana	Wilayut Khan
Isa'Ah Yana	Wilson, J. T.
Isa'Ah Yana	Williams, Kate
Isa'Ah Yana	Willis, Miss
Isa'Ah Yana	Wongman, J.
Isa'Ah Yana	Yamaguchi
Isa'Ah Yana	Zuko, E. E.

Enmaire, Paul

Lea, C.

Zaidivar

List of Registered Covers in Poste Restante.

Asa Singh	Mokha Singh
Armstrong, A.	Mencanil, J.
Ackermann, R.	Mahomed Habbe
Abdul Karim	bulut
Allah, Mess	Nasim Khan
Allah, Deen	Neuhau, Ottob (2)
Bannon, Miss	Olbes, D. F. (2)
Burgos, C.	O'Take, Miss
Brasche	Piedtkosky, L. (2)
Blake, J.	Portigia, Manuel
Boota Singh	Radah Nath Dhar
Buta, (Sepoy)	Rankin, A. W.
Beatty, Mrs. N.	Rauchverger, Miss F.
Biddell, Miss Marion	Reilly, S. G.
Blake, E.	Raulsen, Theo.
Bagat Singh	Rammond
Cassius, Dr. F.	Ratta Singh
Guardich, P.	Reich, Mrs.
Collins, J.	Reyes, Mariano
Elkman, Miss Ida	Ralla Hakin
Elias, A. (2)	Rozario, A. F. do
Ebram, Mehon	Rosenveig, P.
Eetow, E.	Rohmet Ali
E. Soun-chong. (2)	Roth, Mrs. Rachel
Figuerola, A. F. y	Rusmat Ali
Fukudas, S. (2)	Rose, Miss A.
Guion, Mons.	Rennie, A. H.
Groned Singh	Sondal, Mrs. J. (2)
Grand, Hotel	Steward, C. Y. S.
Gordon, C. B. (2)	Syett, M. J.
Galam Mide	Silva, L. J. da
Gujar Singh	Shtenberg, S.
Harman Singh	Schustennan, V.
Harper, C.	Silverstein, P.
Harboe, H.	Schaminsky, S. (3)
Humphrey, W.	Schwantenskupart,
Hay, W.	S. C.
Isah, Sarah Abraham	Spencer, Wm.
Isah, Singh	Steward, A. S.
Jackson, T. P.	Stearles, L.
Japanese Address	Smirkoff, A.
Johnston, W. J.	Shabaz Khan
Kiss, G. A.	Shahfield, E. L.
Louis, C. C.	Schomaner, H. M.
Lester, H.	Smith, Gordon
Liblain de Marseilles	Sham Singh
	Saman, F.
	Tobvin, J.
	Uellner, Gustav
	Van Laer (2)
	Weissman, B.
	Williams, Mrs. J.
	Woodberry, John
	Wood, E. E. Small
	Yedagye Singh
	Zonenliht, Ph.
	Miyamoto, Y.

List of Registered Covers for Merchant Ships.

S.S. <i>Edus</i>	C. Larson.
S.S. <i>Edus</i>	T. Williams. (2)
S.S. <i>Edus</i>	Capt. Kirkwood. (2)
S.S. <i>Edus</i>	Capt. J. Vaughan.
S.S. <i>Edus</i>	Capt. J. Williams.
S.S. <i>Edus</i>	Hamilton, Northcote.
S.S. <i>Edus</i>	A. Hoar.
S.S. <i>Edus</i>	J. Fleming (Baker). (2)
S.S. <i>Edus</i>	A. Nelson.
S.S. <i>Edus</i>	W. K. McKibben.
S.S. <i>Edus</i>	R. Macfarlane, (passenger).
S.S. <i>Edus</i>	Capt. Overbridge.
S.S. <i>Edus</i>	N. Shaw.
S.S. <i>Edus</i>	N. L. Pattenden.
S.S. <i>Edus</i>	D. Pritchard.
S.S. <i>Edus</i>	Chief Engineer.
S.S. <i>Edus</i>	H. E. Miller.
S.S. <i>Edus</i>	J. Scott.
S.S. <i>Edus</i>	Man of War <i>Sims</i> .
S.S. <i>Edus</i>	D. A. Allan.

Shipping.

STEAMERS.

"GLEN" LINE OF STEAMSHIPS.

FOR SHANGHAI.

THE Steamship

"GLENARTNEY,"

will be despatched as above TO-MORROW,

the 15th instant, at Daylight.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,

Agents.

Hongkong, 14th March, 1900. [318b]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the

above Ports, TO-MORROW, the 15th instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LARPAK & Co.,

General Managers.

Hongkong, 14th March, 1900. [324b]

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEEN-

SLAND PORTS, and taking through Cargo

to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above

TO-MORROW, the 15th instant, at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Chamber

which ensures the supply of Fresh Pro-

visions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with

the Electric-light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—Return Tickets issued by this Com-

pany to and from AUSTRALIA, are available for

return by the Steamers of the CHINA NAVI-

GATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 14th March, 1900. [352b]

THE OSAKA SHOSHEN KAISHA,

LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Ogata, will be despatched for the

above Ports, on SUNDAY, the 18th instant,

at Daylight.

For Freight or Passage, apply to

THE MITSUBI BUSSAN KAISHA,

Agents.

Hongkong, 12th March, 1900. [35]

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain E. Fey, will be despatched for the

above Ports, on TUESDAY, the 20th instant,

at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,

Agents.

Hongkong, 13th March, 1900. [356b]

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, MOULMEIN,

COLOMBO, PORT SAID, FIUME

AND TRIESTE.

(Taking Cargo at through Rates to BLACK SEA,

LEVANT AND ADRIATIC PORTS).

THE Company's Steamship

"MELPOMENE,"

Captain G. Sabbadini, will be despatched as

above TO-MORROW, the 15th instant, at Noon.

For information as to Passage and Freight,

Intimations.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
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CELEBRATED OPERA GLASSES.
MARINE GLASSES AND SPYGLASSES.
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ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICE
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.
Hongkong, 22nd September 1898. [40]

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [39]

VISITORS AT THE HONGKONG HOTEL.

Achard, Mr. Louis
Aiken, Mr. J. H.
Angier, Mr. and Mrs.
Angus, Mrs. John
Arma, Mr. G.
Arnold, Mr. E.
Bailey, Mr. W. S.
Barber, Mr. J. N.
Barlow, Mr. B. J.
Benton, Mr. F. L.
Blackburn, Com. R. N.
Bonnet, Mr. F.
Boomer, Mr. A. R.
Bryd, Mr.
Bryd, Mr. and Mrs.
D. E.
Bruhn, Mr. H.
Burgdorf, Mr. T. F.
Butler, Count R.
Byron, Mr. J. C.
Canning, Mr. N.
Carter, Mr. H. B.
Case, Mrs. F.
Clark, Dr. and Mrs. F.
Dawson, Comdr. and
Mrs. Pudey
Drum, Miss
Ehrmann, Mr. E. E.
Friede, Mr. G. E.
Gaylord, Mr. and Mrs.
Glover, Mrs.
Goddard, Capt.
Goldie, Sir Geo. T.
Griffin, Major and Mrs.
Hall, Mr. R. J.
Hamersley, Mr. B. F.
Hayes, Col. W. C.
Hill, Mr. C. S.
Howard, Mr. T.
Hudson, Mr. E. P.
Hutchinson, Mr. R. W.
James, Major & Mrs.
Jeffrey, Major & Mrs.
Joseph, Mr. and Mrs.
E. S.
Katsch, Mr. E. A.
Kingham, Mr.
Klemow, Mr. S.
Koa, Mr.
Legg, Mr. E. C.
Levy, Mr. L. A.
Liblau, Mr.
Little, Mr. H. A.
Litt, Mr. Emilie
MacGowan, Mr. R. J.
MacGowan, Miss

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. Andrew
Brayne, Mr. H. F. R.
Brown, Colonel
Bure, Mr. P.
Carr, Mr. Arthur R.
Carrington, Sir John W.
Clarke, Capt. and Mrs.
A. C.
Dann, Mr. G. H.
Dow, Mr. F.
Dwyer, Mr. F. J. Haver
Ezekiel, Mr. J. S.
Forbes, Mr. A.
Fraser, Lt. Col. A. R.
Gompertz, Mr. H. H.
Gorges, Colonel E. H.
Graham, Mr. D. M.
Green, Mr. F.
Gros, Mr. Edward F.
Hays, Mr. F.
Hendocher, Mr.
Inchbald, Mr. Chantrey

Fitton, Mr. W. A.
Fitton, Mrs. and 2
Flynn, R.N. Rev. F.

EXCHANGE.

Hongkong, 14th March.
ON LONDON, Telegraphic Transfer 1/11
Bank Bills, on demand, 4/11 5/16
Credits, 4 months' sight 1/11
D'ments, 4 months' sight 1/11
ON BERLIN, (demand) M. 1.99
ON PARIS, Bank Bills, on demand 2.49
Credits, 4 months' sight 2.49
ON NEW YORK, Bank Bills, on demand 47
Credits, 30 days' sight 48
ON BOMBAY, Telegraphic Transfer 144
On demand 145
ON SHANGHAI, Telegraphic Transfer 714
Private, 30 days' sight 714
ON YOKOHAMA, T.T. 4 per cent. prem.
Sovereigns, Bank's Buying Rate 510.33
Gold Leaf 100 touch, per tael 53.45
Bar Silver 27 9/16
Dollars 27 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 14th March.
New Putna 1,031 per chest.
New Benares 1,030
New Malwa 919/96 per picul.
Old Malwa 929/96
Persian, Oily, cash 60
Persian, paper tied 60/1/1

The Share Market.

LATEST QUOTATIONS.

(March 14th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	32 1/2 premium
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£ 4	61 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 1	25 1/2 buyers
National Bank of China, Ltd.	£ 8	\$20
Do. Founders.	£ 1	\$20

Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$230
China Traders' Ins. Co., Ltd.	\$ 25	\$24
North China Ins. Co., Ltd.	£ 25	Tla. 180
Yangtze Ins. Assoc. Ltd.	£ 60	\$130
Canton Ins. Office, Ltd.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$14

Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$112
China Fire Ins. Co., Ltd.	\$ 20	\$80

Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$29
Indo-China Steam Navigation Co., Ltd.	£ 10	\$91
China & Manila S.S. Co., Ltd.	\$ 50	\$120
Douglas Steamship Co., Ltd.	\$ 50	\$51
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	10.10 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	10.10
China Mutual S. N. Co., Ltd. (Deferred)	£ 5	65
Star Ferry Co., Ltd.	\$ 10	\$183
"Shell" Transport & Trading Co., Ltd.	£ 100	\$260

Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$145
Luzon Sugar Refining Co., Ltd.	\$100	\$47

Mining.		
Punjom Mining Co., Ltd.	\$ 7	\$74
Punjom Mining Preference Shares	\$ 1	\$1.40
Société Française des Charbonnages du Tonkin	Fcs. 250	\$350
Queen Mines, Ltd.	25 cts.	\$0.25
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$14
Royal Allain Collieries Mining Co., Ltd.	158.100	\$61
Oliver's Freehold Mines, Ltd. A.	\$ 5	\$51
Oliver's Freehold Mines, Ltd. B.	\$ 4	\$4.90
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	\$1
Do. (Preference)	\$ 1	\$0.40

Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	50 1/2 premium.
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$83
Wanchai Warehouse & Storage Co., Ltd.	\$ 371	\$45
New Amoy Dock Co., Ltd.	\$ 61	\$204

Land, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$9.40
Hongkong Land Investment Agency Co., Ltd.	\$ 50	\$126
Kowloon Land and Building Co., Ltd.	\$ 30	\$26
West Point Building Co., Ltd.	\$ 30	\$31
Hongkong Hotel Co., Ltd.	\$ 50	\$128
O'Gorman, Madam	\$ 10	\$91
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$91

Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$38
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
International Cotton Mill Co., Ltd.	Tls. 100	Tls. 73
Lacung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 72
Soy Chee Cotton Spinning & Weaving Co., Ltd.	Tls. 500	Tls. 400
Yahloong Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 55

Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$304
China Doreo Co., Ltd.	\$ 10	\$17
A. S. Watson & Co., Limited	\$ 10	\$164
Watkins, Limited	\$ 10	\$114
Hongkong Electric Co., Limited	\$ 5	\$12.75
Hongkong Electric Co., Limited	\$ 2	\$2.40
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$350
Geo. Fenwick & Co., Ltd.	\$ 25	\$48
H'kong Ice Co., Ltd.	\$ 25	\$167
H'kong High Level Tramway Co., Ltd.	\$100	\$155
Dairy Farm Co., Ltd.	\$ 6	\$6
Hongkong and China Bakery Co., Ltd.	\$ 50	\$26 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$16
Bell's Asbestos, Eastern Agency, Ltd.	£ 1	£1 nominal
United Asbestos Oriental Agency, Ltd.	\$ 4	\$51
United Asbestos Oriental Agency, Ltd.	\$ 4	\$51
Carmichael & Co., Ltd.	\$ 20	\$8
Tebrau Planting Co., Ltd.	\$ 5	\$5
Tebrau Planting Co., Ltd.	\$ 4	\$4

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telegraph Address: "Rialto."
Telephone No. 148.

VESSELS IN PORT.

Steamers.

ALGOA, British steamer, 4,897, F. G. Hansford, 4th Mar.—San Francisco 22nd Jan., and 20th Feb.—General—P. M. S. S. Co.
ARRATON APCAR, British steamer, 2,879, E. Fey, 13th Mar.—Calcutta 21st February, Penang 3rd Mar., and Singapore 7th, Opium and General—David Sassoon, Sons & Co.
AUSTRALIAN, British steamer, 3,000, P. T. Helms, 12th Mar.—Kobe 6th Mar., General—Gibb, Livingston & Co.
BANKAKU MARU, Japanese steamer, 1,418, C. Hibi, 13th Mar.—Manila 9th Mar., General—Order.
BENLAVERS, British str., 1,484, A. Webster, 7th Mar.—Saigon 3rd Mar., Rice—Gibb, Livingston & Co.
BENVENUE, British steamer, 1,467, J. Porter, 12th Mar.—Moj 7th Mar., Coal—Gibb, Livingston & Co.
BRAEMAR, British steamer, 2,316, W. Watt, 12th Mar.—Moj 6th Mar., Coal—Dodwell & Co., Ltd.
EMMA LUYKEN, German steamer, 1,185, C. Wallis, 9th Mar.—Moj 4th Mar., Coal—E. Trading Co.
FRANZ FERDINAND, Austrian steamer, 3,860, G. Morath, 13th Mar.—Kobe 7th March, General—Sander, Wieler & Co.
GLENATREY, British steamer, 1,804, Murray, 10th Mar.—London and Singapore 3rd Mar.—General—McGee Bros. & Co.
GOODWIN, British steamer, 2,832, A. Jackson, 9th Mar.—Tacoma via Japan and Shanghai 7th Mar., General—Dodwell & Co., Ltd.
HAITAN, British steamer, 1,183, J. S. Roach, 13th Mar.—Fochow 10th Mar., Amoy 11th, and Swatow 12th, General—Douglas, Lamark & Co.
HANOL, French steamer, 750, Pannier, 9th Mar.—Haiphong 6th Mar., and Hoihow 8th Mar., General—A. R. Marty.
HEIDELBERG, German steamer, 2,144, E. Tushaw, 13th Mar.—Singapore 6th Mar., General—Siemens & Co.
KENNOR, British steamer, 2,412, Alex. Ellis, 9th Mar.—New York 27th Dec., and Manila 6th Mar., General—Dodwell & Co., Ltd.
MACDUFF, British steamer, 1,882, R. Glegg, 12th Mar.—Saigon 8th Mar., Rice—Dodwell & Co., Ltd.
MELPOMENE, Austrian steamer, 1,857, Sabadini, 11th Mar.—Suez 12th Jan., and Singapore 4th Mar., General—Sander, Wieler & Co.
MENHUR, British steamer, 1,287, R. W. Almond, 12th Mar.—Manila 8th March, General—Shewan, Tomes & Co.
NIPPON MARU, Japanese steamer, 6,060, J. F. Allen, 9th Mar.—San Francisco 9th Feb., via Honolulu 16th, Yokohama 1st March, Kobe 2nd, and Nagasaki 5th, and Shanghai 7th, Mails and General—P. & O. S. N. Co.
PRIVANG, German steamer, 953, R. Köhler, 9th Mar.—Saigon 5th Mar., Rice and Rice-flour—A. R. Marty.
PROPERT, British str., 1,390, W. Mackay, 9th Mar.—Saigon 20th Feb., Rice—Heath Sing Steamship Co.
SIAM, British steamer, 1,287, H. N. Holton, 13th Mar.—Bangkok via Koh-i-chang 4th Mar., Rice and Timber—Bradley & Co.
SULLBERG, German steamer, 784, Meyer, 11th Mar.—Saigon 6th Mar., Rice—Siemens & Co.
TAIFU, German steamer, 1,046, R. Schuldt, 7th Mar.—Saigon 2nd Mar., Rice—Meyer & Co.
TAKSANG, British steamer, 977, Albert Smith, 13th Mar.—Bangkok 6th Mar., Rice—Jardine, Matheson & Co.
TEWAI, British steamer, 3,016, D. Davies, 12th Mar.—Amoy 11th Mar., General—Dodwell & Co., Ltd.
TOYO MARU, Japanese steamer, 1,548, K. Sakai, 28th Feb.—Moj 22nd Feb., Coal—Order.
VICTORIA, American steamer, 1,992, John Panting, 29th Jan.—Manila 26th January, Ballast—Dodwell & Co., Ltd.
YEDO MARU, Japanese steamer, 1,059, S. Salto, 10th Mar.—Cheloo 5th Mar., General—Wing Tat Loong.
YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.E., 13th Mar.—Manila 10th Mar., General—Jardine, Matheson & Co.

Sailing Vessels.

BERLIN, American ship, 1,552, B. Gaffey, 20th Feb.—New York 14th Sept., Kerosine Oil Order.
EYRE J. RAY, American bark, 919, Kaslen, 11th Mar.—Singapore 2nd Dec., Timber—Sander, Wieler & Co.
JOHN CURRIER, American ship, 1,848, Lawrence, 11th Mar.—New York 14th Sept., Kerosine—Standard Oil Co.
TRAPALGAR, British 4-masted bark, 1,616, M. S. Wright, 20th Dec.—Hongay 15th Dec., Ballast—Sander, Wieler & Co.
WAKATARI, British schooner, 25, Haynes, 23rd Sept.—Takow 15th Sept., Ballast—Mr. F. W. Hall.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, March 14th, 1900.
Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. g. guns, 3000 i.h.p., Commander A. H. Smith-Dorrien, Macao.
Algerine, sloop, 1,500 tons, 6 guns, 1,100 i.h.p., Comdr. W. Slade, Hongkong.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Hongkong.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Hon. S. C. J. Colville, C.B., Wei-hai-wei.
Bonaventura, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, O.B., R.N., Shanghai.
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Capt. R. D. S. Wrey, Shanghai.
Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. F. Jellicoe, Hongkong.
Daphne, sloop, 1,400 tons, 8 guns, 2,000 i.h.p., Comdr. C. W. Winnington-Ingram, Hankow.
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. C. Chadwick, Ichang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 4000 i.h.p., Lieut. Comdr. W. J. Keyes, Hongkong.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Heimione, British cruiser, 4,360 tons, Capt. R. S. D. Cumming, Shanghai.
Hunter, storeship, 1,640 tons, 800 i.h.p., Comdr. H. J. Davidson, Hongkong.
Iphigene, 2nd class cruiser, 2,615 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, Singapore.
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Wuchow.
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Manila.
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut. Comdr. S. G. Douglas, Shanghai.

Phalar, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. J. F. E. Green, Hongkong.
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. C. V. de M. Cowper, Manila.
Redpole, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Shanghai.
Sandsifter, British river-gunboat, 2 guns, Lt. Comdr. Carr, on the West River.
Swift, gun-vessel, 716 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. H. E. Hillman, on the West River.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Amoy.
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, Hongkong.
Waterloo, surveying vessel, 620 tons, Commander W. P. Dawson, Hongkong.
Whiting, twin screw, torpedo-boat destroyer, 350 tons, 6000 i.h.p., Lieut. Comdr. E. Kelly, Hongkong.
Wittem, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut. Comdr. Watson, on the Yangtze.
Woodlark, British gunboat, 2 guns, 550 h.p., Lt. Comdr. R. A. Norton, on the Yangtze.
Torpedo-boats in Reserve Nos. 8 and 30, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Hai Tien, Chinese cruiser, 7,430 tons, Capt. R. S. Len, Hongkong.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Hongkong.
Prisidonio Sarmento, Argentine cruiser, 2,850 tons, Capt. Betbeder, Manila.
Valmyrien, Danish cruiser, 3,000 tons, Prince Valdemar, Shanghai.
Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thomann von Montalmar, Swatow.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons, twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskis, at Nagasaki.
Bobro, Russian gun-vessel, twin screw, 950 tons, 11 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.
Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikhalshesky, at Nagasaki.
Koryete, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Nagasaki.
Mandoury, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayadinsk, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Osvany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copronoff, at Nagasaki.
Rostia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domogiroff, at Nagasaki.
Rozhynskiy, Russian cruiser, 1,330 tons, Capt. Komaroff, Manila.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Nagasaki.
Sialich, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baronoff, at Nagasaki.
Sissel, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Molias, at Nagasaki.
Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Soudor Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Nagasaki.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vladnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulja, at Nagasaki.
Zabizka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki. (1st and 2nd class.)
Forth, Russian torpedo boat, 23 tons, 1 gun, 16 knots.
Jankich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorossia, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
Podorski, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Slizh, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skorpiun, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sostichia, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Steriad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA (SEA GOING).

Gorgo, 1st class, Russian torpedo boat, 81 tons, 2 guns, 2 torp tubes, 1,100 h.p., speed 21 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Usturi, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
† Flagship of Vice-Admiral Alexeieff.
† Flagship of Rear-Admiral F. V. Dubossouff.
† Flagship of Rear-Admiral Remonoff.

THE FRENCH SQUADRON.

Bengali, 2nd class dispatch-boat, Lt. Comdr. De La Croix de Castries, at Haiphong.
D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Hongkong.
Duroc, 2nd class, 6,000 tons, 12 guns, 8,000 h.p., 36 guns 631 i.h.p., Captain Rillibert, at Kwang-chow-wan.
Eura, dispatch-transport, Capt. Vallée, at Saigon.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Kwang-chow-wan.
Kerauln, 2nd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Fornal, at Kwang-chow-wan.
Lem, gunboat, 475 tons, 8 guns, 376 h.p., Capt. Anet, at Kwang-chow-wan.

Paical, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Hongkong.
Surprise, gunboat, 627 tons, 10 guns, 860 i.h.p., Capt. Morcet, at Saigon.
* Flagship of Vice-Admiral Courmelles.

THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Manila.
Hansa, German cruiser, 6,400 tons, Capt. Pphl, at Singapore.
Hertha, German cruiser, 6,000 tons, Capt. S. v. Usedom, Japan.
Ilia, German gunboat, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. H. Lans, at Amoy.
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Stein, Formosa.
Jaguar, German cruiser, Captain Kinderling, at Shanghai.
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 h.p., Captain Gulich, at Shanghai.
* Flagship of Admiral Fritze.

THE AMERICAN SQUADRON.

Baltimore, Flagship, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. J. M. Forsyth, Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila.
Brooklyn, Flagship, U.S. cruiser, Admiral Watson, Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, Japan.
Celle, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut. Comdr. N. J. K. Patch, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Glacier, U.S. supply-ship, Lieut. Comdr. J. B. Briggs, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. C. Moore, at Manila.
Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lt. Comdr. W. H. Everett, at Hongkong.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. A. F. Nazro, at Manila.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Hongkong.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.
Montevideo, U.S. double-turret monitor